

SAILING DIRECTIONS CORRECTIONS

PUB 180 3 Ed 2002 LAST NM 42/02

Page 37—Line 20/L; strike out.
(NIMA) 47/02

Page 50—Lines 6 to 9/L; read:
P.O. Box 189
Iqaluit, N.W.T. X0A 0H0
Telephone: (819) 979-5724 or (819) 979-5769
Facsimile: (819) 979-4236 or (819) 979-4264
(Can Annual Notice No. 6 of 2002) 47/02

Page 50—Line 53/L; insert after:

Ice Regime Routing Message

When the Arctic Ice Regime Shipping System is used, the Arctic Shipping Pollution Prevention Regulations (ASPPR) require that an Ice Regime Routing Message be sent to NORDREG. (See Vessel Traffic Service for further information on NORDREG.) This message can be brief; however, if the vessel's route includes areas on ice analysis charts with ice concentrations that may have negative Ice Numerals, the message should include additional pertinent information explaining the voyage plan (e.g., expectations of changes in conditions and/or other considerations). The message should be updated if the plan and/or ice conditions change significantly.

The Ice Regime Routing Message should include:

1. Ship name.
2. Ship call sign and IMO number.
3. The ice strengthening of the ship (Type/CAC/Arctic class, etc.).
4. Date and UTC time.
5. Ship's current position, course, and speed.
6. Anticipated destination.
7. Intended route.
8. A listing of the ice regimes and their associated Ice Numerals.
9. Source(s) of ice information.
10. Any other pertinent information or comments.
11. Name of any escorting vessel.
12. Name(s) of the Ice Navigator(s) on board.

When the Arctic Ice Regime Shipping System is used, in accordance with the ASPPR, an After Action Report is to be submitted. The report can be brief; however, in cases where the voyage has involved difficulties or unexpected occurrences, it will be valuable to include additional information. Unlike the routing message, the After Action Report is to be sent to Transport Canada, as follows:

Regional Director, Marine
Prairies & Northern Region—ANMS
Transport Canada, Place de Ville, Tower "C"
330 Sparks Street, 14th Floor
Ottawa, Ontario
K1A 0N5
Facsimile: (613) 991-4818

The After Action Report should include:

1. Ship name.
 2. The ice strengthening of the ship (Type/CAC/Arctic class, etc.).
 3. A description of the actual route, including transit speeds, the ice regimes encountered, and the Ice Numerals for each.
 4. Copies of the ice information used.
 5. Escort information, if applicable.
 - a. Duration of the escort.
 - b. Ice regime under escort.
 - c. Characteristics of the track.
 6. Weather conditions and visibility.
 7. Any other important information.
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Page 51—Lines 26 to 27/R; read:

Contact details can be found under Vessel Traffic Service.
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Page 52—Lines 9/L to 21/R; read:

Vessel Traffic Service

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Eastern Canada or Arctic Canada to which the *Arctic Waters Pollution Prevention Act* applies.

Responsibilities

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of his ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessel that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
 - a. Leave a VTS Zone.
 - b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
 - c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

Traffic Clearance

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.
3. Commencing a maneuver that may be detrimental to safe navigation.
4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

Communications

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

Communication Difficulties.—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

Shipboard Radio Equipment Malfunction.—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

Zone Descriptions

Eastern Canada.—The Eastern Canada VTS Zone (ECAREG) consists of Canadian waters on the E coast of Canada S of the parallel of 60°N latitude and in the St. Lawrence River E of the meridian of 66°W longitude, except the waters within Ungava Bay and the waters within the VTS Zones referred to in the *Vessel Traffic Services Zone Regulations*.

Arctic Canada.—The Arctic Canada VTS Zone (NORDREG) includes those waters of Ungava Bay, Hudson Bay, and James Bay S of the parallel of 60°N latitude and the waters to which the *Arctic Waters Pollution Prevention Act* apply. It excludes MacKenzie Bay and Kugmallit Bay S of the parallel of 70°N latitude and E of the meridian of 139°W longitude.

Local Zones.—East Coast VTS Local Zones have been established for traffic to St. John's, Placentia Bay, Port aux Basques, the Strait of Belle Isle, the Strait of Canso, Halifax, Northumberland Strait, the Bay of Fundy, and St. Lawrence Waterway. The appropriate Sailing Directions (Enroute) volumes should be consulted.

Zone Application

Eastern Canada VTS Zone (ECAREG).—With respect to ECAREG, in which participation is mandatory, the *Eastern Canada Vessel Traffic Services Zone Regulations* apply in respect of:

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
 - a. Oil Pollution Prevention Regulations.
 - b. Pollutant Substances Regulations.
 - c. Dangerous Goods Shipping Regulations.
 - d. International Maritime Dangerous Goods Code (IMDG).
 - e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Arctic Canada VTS Zone (NORDREG).—With respect to NORDREG, the provisions of this notice apply to every ship of 300 gross tons, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

Local VTS Zones.—With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
 - a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
 - b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

Reporting Requirements

Change in information.—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations* except where the report was made when departing from a VTS Zone.

Non-routine reports.—Pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

Note.—Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

ECAREG/NORDREG Information Requirements

ECAREG/NORDREG zone reports shall be communicated either directly or to the nearest Canadian

Coast Guard MCTS Center. All times given in ECAREG/NORDREG zone reports shall be in Co-ordinated Universal Time (UTC).

Depending upon the reporting requirement, various elements of the following may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the Eastern Canada VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.
13. The route the ship intends to take through the Eastern Canada VTS Zone to arrive at the destination.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.
18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
20. The name of the Canadian or United States agent of the ship.
21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question; this information is only required to be supplied once and updated when the situation changes.

Is your vessel EPIRB equipped? If not, please supply the following information:

1. Number of crew and passengers.
2. Number of lifeboats and life rafts plus make and capacity.
3. Color of hull and superstructure.
4. Distinctive features.

ECAREG Zone Reports

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

This report is not required where:

1. The ship is on a voyage between two ports within the zone, and
2. The ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, 4, 8, and 9 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

This report is not required when entering directly from a Local VTS Zone.

Arrival at a Berth.—A report consisting of Items 1 and 2 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 9, shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position and revised time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

In a case where exiting a VTS Zone coincides with entering a Local VTS Zone, this report is not required. The Local VTS Zone reporting requirements procedures shall be followed.

NORDREG Zone Reports

NORDREG Reports shall be addressed to NORDREG CANADA and communicated either directly to NORDREG CANADA or to the nearest Canadian Coast Guard MCTS Center. The master of the ship shall ensure that these reports are made in accordance with the stated requirements.

Prior to Entering the Zone.—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, but also including the following information:

1. Ice class (type or Arctic class category), if applicable, and Classification Society;

2. Amount of oil on board (fuel and cargo), if such amount exceeds 453 cu. m. (15,988 cu. feet); and

3. Date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society, shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only items 1, 2, and 3 above need be reported.

Entering at a Zone Boundary.—A report consisting of Items 1, 2, and 4 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

Arrival at a Berth.—A report consisting of Items 1, 2, and 10 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

Departing a Berth.—A report consisting of Items 1, 2, 8, 10, 11, 12, 13, and 16 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the amount of oil on board (fuel and cargo) if such amount exceeds 453 cu. m. (15,988 cu. feet), and any changes to previously-reported Items 18, 19, 20, and 21 from the information listed under **ECAREG/NORDREG Information Requirements**, shall be made not more than 2 hours and not less than 1 hour before departing a berth.

If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

A report shall be made when the ship has departed the berth, giving the actual time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

1600 UTC Report.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made daily at 1600 UTC.

Exiting the Zone.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

ECAREG/NORDREG Reporting Contacts

See the accompanying table titled **ECAREG/NORDREG Contact Reporting Information**.

Local VTS Zone Reports

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulations*, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

Information Required.—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.
7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.
8. The estimated time that the ship will depart the berth.
9. The estimated time at which the ship will next arrive at a location requiring a report.

Entering a Zone.—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

Arriving at a Calling-In-Point (CIP).—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

Arriving at a Berth.—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

Departure Maneuvers.—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

Maneuvers.—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

Variations

Ferries and other vessels on a regularly scheduled voyage may be exempted from making routine reports. formal variations to reporting procedures will be granted only where alternate arrangement to provide essential information are made and where the equivalent procedure or practice is deemed to be as safe as that required in the regulations.

Formal variations may be obtained by submitting a written request to the appropriate Regional Director, Canadian Coast Guard.

In circumstances other than those described above, informal variations may be granted from time to time on a one time only basis by an MCTS Officer where the procedure or practice requested is deemed to be as safe as that required in the regulations.

ECAREG/NORDREG Contact Reporting Information				
Contact	Telephone	Telex	Facsimile	Telegraphic identifier
ECAREG				
St. John's MCTS Center	(709) 772-2083	016-4530	(709) 772-5369	CCGTC SNF
Halifax MCTS Center	(902) 426-9750	019-22510	(902) 426-4483	CCG MRHQ DRT
Riviere-au-Renard MCTS Center	(418) 269-5686	316-0025	(418) 269-5514	—
NORDREG				
Iqaluit MCTS Center*	(867) 979-5724	063-15529	(867) 979-4236	NORDREG CDA
*Operational from mid-June until mid-December. At other times, contact St. John's MCTS Center.				

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